

FLD 463

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY	Hungary	REPORT NO.		25X1
SUBJECT	Csepel Automobile Factory	DATE DISTR.	29 October 1953	
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THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

The Csepel Automobile Factory1. Leading Personnel

- a. Manager: Mrs. Ferenc Biró, of Soviet origin, wife of Ferenc Biró, nephew of Mátyás Rákosi.
- b. Chief Engineer: Béla Lontai, 39 years old.

2. Reorganization and Production

- a. Production in the Csepel Automobile Factory began in 1949. The plant was reorganized in 1951 along the system employed in the Soviet Pobeda Works. It was handicapped by the irregular delivery of automobile parts manufactured in other enterprises.
- b. To solve the problem of irregular deliveries, Mrs. Biró denounced the Győr Railroad Car Factory in 1952, accusing it of delays in deliveries. At the same time she proposed that the "Auto II" plant at Győr which was engaged in manufacturing parts for the D 350 truck should be transferred with its personnel, to Csepel. As a result of this transfer production increased considerably.
- c. Official production figures are, however, exaggerated. Up to the end of 1952, the Csepel Automobile Factory produced only a total of 3,860 trucks instead of the 10,000 officially announced.
- d. The motor manufacturing plant is the most important component of the factory. Besides the motors of the D 350 trucks it also produces 4 and 6-cylinder engines for the DT 413 tractors whose bodies are being made in the Red Star (Vörösz Csillag,, formerly Hofner - Schrantz) plant.

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3. Workers

The number of workers is 8,000 who are divided into three shifts. A technical university is attached to the factory. It has 150 students who are receiving some practical training in the factory. The factory also has an apprentice school with 300 pupils.

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